

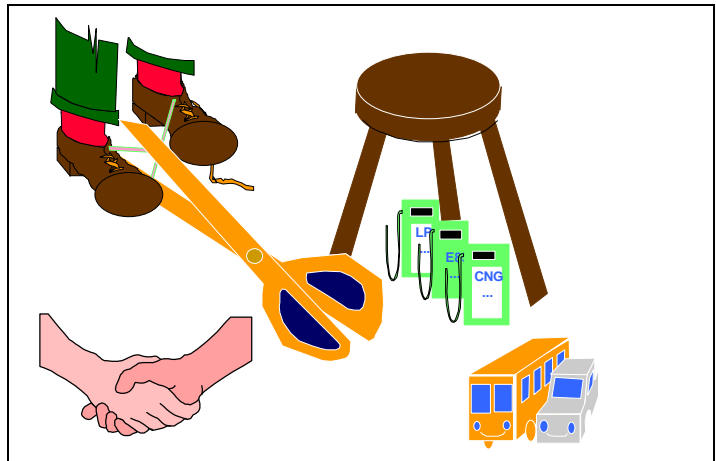
TABLE 16 – MILITARY BASES (MULTI-FUEL)

Clean Cities Coalition convention 1999
Table Talk Discussion
May 25 during the 3:30-5:30pm period

Topic: Military Bases

Leader: Dr. Richard E. Shore,
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Summary: Military bases are a key
to area AFV infrastructure. Partnering may provide federal AFV, an AFV fueling station site, a
formal Coalition partner, and may obligate contractors to use AFV on the base.



THE FT KNOX INITIATIVE ALTERNATIVE FUEL VEHICLES: FLEETS, FRIENDS & FUELS

- - - THE CHALLENGE - - -

We must all do more with less. Air quality and energy security concerns, legislation, and executive orders all require that we get Alternative Fuel Vehicles (AFV). Common sense then requires that we run them on alternative fuel(AF). However, getting the vehicles means making a special effort. Fleet and capital managers constrain the replacement patterns. Vehicle makers constrain their variety and delivery. The need for certification constrains Servicing. The infrastructure for alternative fuels constrains where we drive them. Funding constraints require that we not only limit the growth of spending, but curtail it. Finally we find ourselves seeking new ways to generate savings and even revenue. In short, it is a “shoe-lace” problem. We don’t have the vehicles because we don’t have the stations, because we don’t have the vehicles ... no AFV, no AF, ...

- - - THE INITIATIVE - - -

OVERVIEW. The key to “cutting the shoelaces” is commitment. A fleet manager and a station provider commit to each other to a fleet and station by a date certain. Communities have the opportunity to approach Military Bases, or other federal entities, as key players. A successful community AFV Initiative has three key parts, Fleets, Friends, and Fuels. All work together; all happen at the same time. The Fleets part is a starter fleet becoming a significant user of AFV Fuel. In our case that was a GSA fleet using Compressed Natural Gas (CNG). The Friends part is effective access to the station for all neighbor fleets. The Fuels part is the fueling station.

FLEETS. Executive Orders extend the AFV requirements of energy and clean to government agencies. Under these orders, Army has a quota of AFV it will acquire, one way or another. The Deputy Chief of Staff for Logistics, Office of Transportation, held some \$2M, Army’s part of a congressional insert specifically for CNG vehicles. The Army has agreed to concentrate

those CNG vehicles at Ft Knox. They are arriving during the May-July period. Funding of this fleet concentration at Ft Knox will come out of existing appropriations, that Army will spend for AFV, one way or another, at no incremental cost to Army. As military bases privatize, contractor-owned fleets replace federal fleets. The Executive Order directing federal fleet leadership in AFV, extends to contractor vehicles. Installations may begin by encouraging and then require that contractor owned vehicles include AFV.

FRIENDS. Involvement of any fleet in CNG requires funding for fleet transitions. In our case we asked and got expansion of the neighboring Louisville Clean Cities Coalition, now renamed Louisville and Central Kentucky Clean Cities Coalition. The Coalition now serves Ft Knox and our immediate neighbors, West Point, Muldraugh, and Radcliff. It serves all of Hardin County. More importantly, it now extends south all the way to the Tennessee border, and serves a broad area including Frankfort, Lexington. Several off-post fleet managers are currently reviewing the possibility of shifting their vehicles to participate in fueling at the Muldraugh-Radcliff-Hardin County station at Ft Knox. Funding for the off-post fleet transitions will come out of existing DOE programs, at no incremental cost to Army.

FUELS. Someone needs to commit to providing the station. In our case the federal entity, Ft Knox, happened to take the lead in initiating a solicitation for a contractor to build, own, and operate a full service fast-fill fueling station. The station will be in full operation in July 99. Meanwhile we leased a fast-fill unit for CNG for the arriving fleet. The permanent station will offer both CNG and ethanol (E-85). It may offer propane, bio-diesel, gasoline, diesel, and consumables, such as food and beverages. Having both a range of products, and the committed fleets discussed below, will help guarantee the economic stability of the station. Adding this one station will create a significant expansion of the CNG and E85 infrastructure in Kentucky. In our case, capital funding for the station will come out of station sales, at no incremental cost to Army.

- = - THE RESULTS - = -

SAVINGS. Others may need to be fuel-neutral. I do not. My title is Natural Gas Advocate. Unlike other alternative fuels, CNG historically retails for 30% to 50% below gasoline and diesel, the fuels it replaces. In our particular case, one attractive consequence of using CNG, is that the savings in fuel cost will directly generate revenue.

MODEL. The pattern of the Ft Knox initiative may be more broadly applicable within Army, DoD, other agencies, and the general public.
Concentrate new, required, AFV.
Partner within local community to establish a fueling station.
Partner with Clean Cities to help non-federal fleets use the station.
Do these at each of several sites over the course of several years.

BENEFITS Help shift non-mandated fleets to AFV.
Help guarantee the launch of AFV in each of several areas,
Help launch stations to significantly increase the AFV fuel infrastructure.
Help a whole series of areas benefit over the course of the next decade.